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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

25X1

COUNTRY USSR (Gorki Oblast)

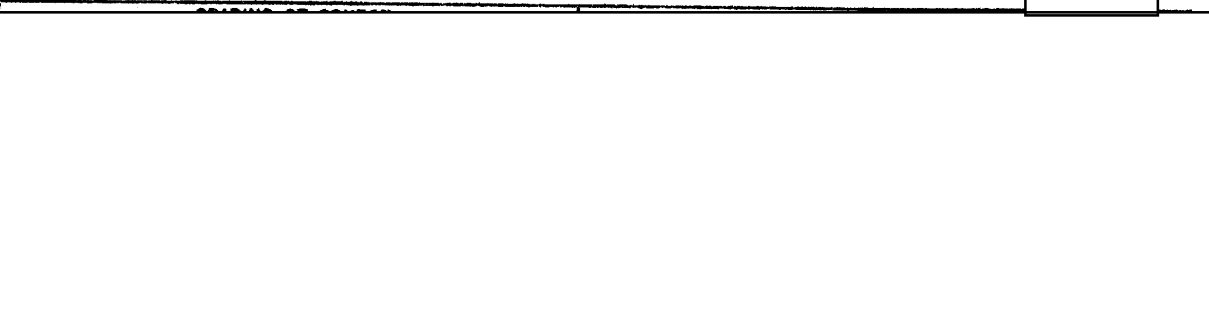
DATE DISTR. 26 April 1950

SUBJECT Observations on Plant airfield of Airframe
Plant No. 21 in Gorki.

NO. OF PAGES 3

PLACE 25X1C

ACQUIRED [REDACTED]

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(LISTED BELOW)DATE OF INFO. 25X1A
[REDACTED]SUPPLEMENT TO REPORT NO. 25X1A
[REDACTED]25X1X 1. Location:

The aircraft plant, from where the new aircraft were towed to the plant airfield west of it, was on the northwest edge of Gorki (43° 51' E/56° 19' N).

2. Until late in May 1949, no interest was shown in the airfield or in flying activity there. Most of the flying aircraft were single-engine fighters, low-wing planes with landing gears retractable inward. On the whole, the plane reminded source of the P-190, which is known to him.

3. Late in May 1949, [REDACTED] the new jet fighters which, leaving the airfield in a southeasterly direction, flew individually up to late in June 1949. After then they flew in groups of 8 to 10 planes. The take-offs were spaced at about 20 second intervals. In other words, at the very moment the first plane left the ground, the following plane began to take off.

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4. Description of the observed jet planes (see sketch):

a. Propulsion: Turbo-jet power plant in the fuselage, number of units unknown, forward a circular air-inlet port, at the rear end of the fuselage a nozzle of a smaller diameter.

b. Wings: A midwing monoplane, forward edge more swept back than rear edge, angles approximately as shown in sketch. Tips of wings cut off as shown in sketch. Surface comparatively narrow. No V-position.

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c. Tail unit: Elevator unit atop rear end of fuselage, nozzle projecting a little at rear end. Shape as in sketch. Elevator unit begins at about upper third. Elevator unit without dihedral, the other data regarding the tail unit were doubtful. Source believes that the forward edge was straight. Ends cut off, shape of rear edge not recalled by source.

d. Landing gear: Single nosewheel at nose-end of fuselage, type of retraction device not known. Main landing gear below the fuselage. Source is of opinion that the landing gear had twin wheels. Source, however, admits that what he saw in this respect might as well have been the covering sheets of the casing of the landing gear. He compared the aspect of the front view of the gliding in plane to the talons of a bird of prey. Aft of the landing gear, on either side of the fuselage, one could see a darker spot. With retracted landing gear these dark spots could not be observed.

e. Fuselage: Circular section of fuselage, long slender hull, slenderer than with all the other types of planes seen up to then. Section forward of wings considerably shorter than fuselage section aft of wings.

f. Cabin: Very flat, streamlined cabin, beginning about the height of the forward edge of the wing, short and fairing into the fuselage.

g. Armament: No observations.

h. Special attachments: On the approach glide for landing source observed a remarkably large flap under each of the wings. Approximate size as shown in sketch. Aft of the flap on the underside of the wing was a sort of rectangular spot, which stood out from the remaining surface by its darker hue. During the flight with retracted landing gear the underside of the surfaces was of silver color. Source believes that the flaps were folded into the wings. Split flaps [REDACTED]

i. Dimensions: A little longer than a single-engine fighter plane.

k. Speed and flying qualities: Very high speed. Noise made by plane when flying over observer was not heard until it had flown past. Large radii of turn. Steep climbings.

l. Painting of planes: Silver, no markings. Once a plane was seen painted bluish-grey with a star on the wings.

m. Noise made by planes: Humming.

n. Noise made on starting: First a low-pitched, rumbling and hard sound. It is followed by a uniform rising sound until it becomes a regular singing, which is finally hardly perceptible. The starting noise was heard far away.

o. Special observations: Source could see single planes taxiing on the airfield at a distance of about one km. His impression was that the plane, which in itself was very low over the ground, was slightly inclined forward.
No other statements.

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comment:

The report is based on outside observations [] is not particularly interested in aircraft but, on the other hand, tries to render his actual observations as clearly as possible.

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Despite the fact that it is not possible to evaluate the data or the series production of this type of jet fighter on the basis of the present report, the detailed data of constructional parts are valuable, though the real dimensional characteristics may be subject to errors of estimation.

Although an exact determination of the type is not possible at present, it may be fairly said that, with this swept-back type of Gorki-plane the pilot's cabin is not in front of the foremost wing edge but that its center of gravity lies about in the first third of length of the wing counting from the forward edge.

1 annex: Observed Jet Planes.

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